

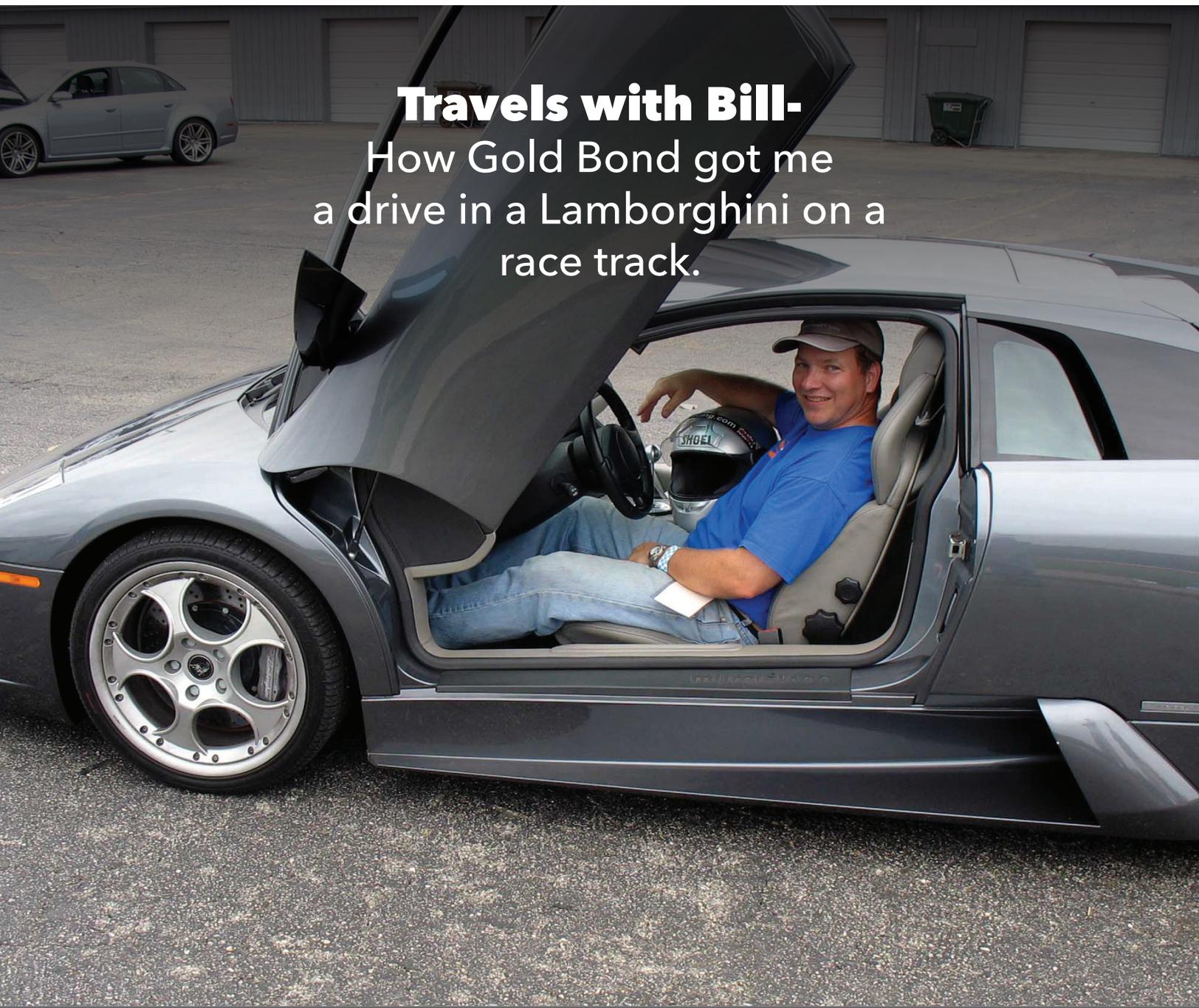
Pferdestärke

BMW Car Club
of America
Bluegrass Bimmers



BLUEGRASS BIMMERS CHAPTER | BMW CAR CLUB OF AMERICA

VOLUME10, ISSUE 2 SPRING 2014



Travels with Bill-
How Gold Bond got me
a drive in a Lamborghini on a
race track.

WHAT'S INSIDE

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Travels with Bill
Spring Drive 2014
A newbies look at a Track day
and other good stuff...

SOME GREAT EVENTS ARE GOING ON IN 2014, SO BE WATCHING YOUR EMAIL, NEWSLETTER AND WEBSITE FOR FURTHER DETAILS.

Our Spring Drive 2014 is now in the books, and it was a Great one. Check out the article and pics if you missed it, or even if you were there.

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WORDS FROM THE PRESIDENT

David Nalley, Bluegrassbimmers President

Bimmer Friends

Summer is here at last! After this past winter, it could not get here soon enough. We just wrapped our first driving school of the year at Putnam Park, and it was a scorcher!

What does summer mean for you and your Bimmer? For me, it means great weather for doing the two-bucket wash, whether it is my daily driver, the track car, or my wife's MINI, the suds and water are flowing a lot more in the summer. I mean, it's sunny, so you need them to really shine!

Summer also means huge turnouts at Cars and Coffee events around the country. If you have not visited one of these, find one near you and GO. In Louisville, they are at Captain's Quarters every second Saturday of the month. Cincinnati has a great one at Fuel, a great little coffee house, every weekend. Lexington has one the first Saturday of the month at the Clarion Hotel. Just about every city of size has one - and the cars you will see! Exotics, muscle cars, vintage racers, pre-war classics, and some creative modified cars of all kinds. Although we are Bimmerphiles, the folks that turn out are just as enthusiastic about whatever kind of car they have to the same degree as we are.

Don't forget about our Social meetings in Louisville and Lexington on the second Tuesday of the month. These are also great chances to meet and see other folks' cleaned up Bimmers.

We have more events in the pipeline - our second (and premiere) Driving School at NCM Motorsports Park is in October, and we will soon be announcing details for our fall driving tour and our Bourbon Distillery Tour. We have some other ideas in the works so keep an eye on your email blasts for more information on more events.

Members: When using our advertisers, please let them know that you saw their ad in our newsletter Pferdestärke. It makes a world of difference.

Our newsletter title the German word Pferdestärke translates to Horsepower in English, which is something we all want more of and can never get enough of.

If you have an idea for an event that you think others would like, drop me an email at davidcnalley@gmail.com or call me at 513-598-0184. We are always looking for more ways to get more club members involved!

Cheers!

-David Nalley
Chapter President

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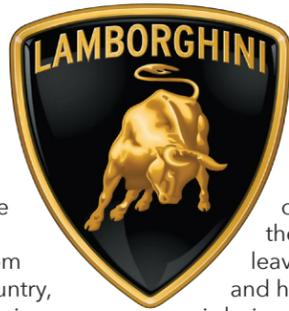
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Travels with Bill - How Gold Bond got me a drive in a Lamborghini on a race track. *by: Bill Wade*

My wife taught at a very small public school in Louisville called the J. Graham Brown school or, as the locals know it, The Brown School. This K-12 school is small and was the experiment that started out in the mid 70's by a revolutionary educator who had a vision that proved to be very worthy. Without getting into all the details this school broke a lot of rules back in the day and created a lot of free thinking adults and continues to do so. Lauri was very lucky to get a job there and loved the 13 years she taught there. One of the cool things that they did was create an exchange program with a small independent school in Denmark. The Danes would come to the US for the month of October and spend a few days in NYC and Chicago and then come to Louisville. They would live with host families that had kids at Brown that were the same age and gender. Then, because the Jefferson Co. school system saw no benefit in having these kids from Louisville spend valuable school time away from the classroom in a foreign country, they would go to Denmark during the summer for four weeks. After going for a summer as 'reconnaissance', Lauri accompanied our daughter Jess when she was in the 10th grade.



Well in our 100+ year old house we had built a small addition to expand our only full bathroom to include a whirlpool tub and shower. For some reason it appeared that the tub had developed a leak because the floor got 'soft'. Without a crawlspace under it the only way to investigate was to do some selective surgical demolition. What better time to do this when half of the occupants were going to be gone for an extended period of time. With precision planning we sent Max, then 8, off to summer camp for a week. So the plans were coming together. At this point you are asking "What in the hell does this have to do with driving one of the most exotic Italian sports cars in the planet?", well not too much really but it gives you a view into how wonderful my wife is. A couple of weeks before she left

I got a call from one of my favorite relocated English-born car guys, Chris Price that lives in Michigan. He asked if I was planning on attending the BMW Clubs annual convention 'Oktoberfest' that year in Grand Rapids, Michigan. I had taken the position of National Program Manager for the BMW CCA Foundation's Street Survival program that January and part of my position was to be in front of the BMW faithful as often as possible so yes I was. He said 'well could you come up early, like the weekend before it starts?' I said 'maybe... but why?' Well he was being asked to put together a small private drivers school for 15 or so people and he was calling specific instructors to come. What kind of school I asked wearily... "a Lamborghini owners school at Grattan raceway in Belding" he says. My jaw dropped to the floor. I started to explain my house construction plans and Lauri being out of the country and returning the day before I would have to leave after 4 weeks away etc... and he said well, Valentino Balboni is being flown over for this event. (Mr Balboni is the senior test driver for Lamborghini. He has worked at the factory since it opened in 1963. He helped them stock and move equipment in as a young local jobless man and never left. He has personally driven eighty percent of the cars that Lamborghini has made, not 80% of the models, the actual cars.) I said I'd have to think about it and discuss it with my spousal unit. I hung up and she said 'what was all that about and why are you grinning so much'. I explained the offer and without much hesitation she said "Well... you GOTTA go". I hesitated and said yeah but the tub construction and blah and blah and blah... she noted that well this will maybe properly motivate you to get it done in time. I sent him an email back that night saying I was in.



Fast forward a couple of weeks and the bathroom is totally taken apart. The leak happened to be on the control valve of the tub and would spray a fine mist of water when turned on. Well, about 6 years of a fine mist had totally rotted the floor and surround structure of the tub. Not sure what was holding the tub up at this point but memory serves with was not much. This 6' x 4' tub is in a 8' x 8' room so it was too big to remove completely. So with a minimal amount of the ceramic tile removed, the tub was lifted straight up and out of the way for a new floor structure. The scope of this work just increased by a factor of about 10. Lauri was due home in about a week and there were about 10 days worth of work to do. My deadline wasn't so much her coming home as it was me leaving 1 day later for what is turning out to be about 9 days away when you include Ofest. New floor joists were installed, insulation, sub floor, as well as tub surround walls with concrete tile backer board with access to the plumbing. She gets home to the tub in place and me bent down head below butt level sweating copper pipe back in place. For 2 days I had struggled with the intricate installation that this required. Most of it was self inflicted of course because the tub controls had to look and work a certain way. I finally got the hot water supply line completed the night before I was to leave. The plan was to get up early and finish the cold water and hit the road and be at a dinner in honor of Mr. Balboni, which was 8 hours away. I'm not saying I'm a wizard at sweating copper pipe but I can usually do a pretty good job. I like it because it's truly guys work. It involves pipes, cutting pipes with cool special tools, some skillful techniques and of course fire. The cold water line was proving to be a problem. The main rules in plumbing are pretty simple, hot on the left, cold on the right and 'it' flows downhill. The minor rules involving sweating copper if you have



Sitting in the Lambo, smiling for ear to ear, Bucket list #17 checked off what a day.

to get the end you are working with hot enough to melt the solder but not so hot that it runs out of the joint. The problems come when you deal with small short pieces where you can be working on one joint and undo the joint you just finished because copper is a great conductor of heat. To complicate this situation I created a loop that was a low spot so the water was trapped in it when there was no pressure. This lead to having incomplete seals which could only be discovered after thinking you were done, going down into the cellar, turning the water on, running back upstairs (working alone at this point), having it spray all over everywhere, running back downstairs, shutting it off and then starting again.... having to deal with the trapped water which wouldn't let the pipe get hot enough until you boiled it out with the torch which could lead to other leaks... this viscous cycle went on for hours....

OK.... remember this was a car event right? Which for me this involved prepping a track car, a trailer, a tow vehicle,

clothes to be packed, tools to be packed. loading the car on the trailer etc.. for a 9 day excursion. With all the automotive accoutrements ready it was just me and a 3/4" diameter piece of pipe about 6" long that required laying down in weird positions, straining parts of the body soon to become sore and rigid during a 8 hour tow north. Lauri was home from school at this point amazed that I was still home... Chris was calling saying where are you? You haven't LEFT YET!? you've missed dinner by now... here's the hotel and room number, be quite when you get in. We'll be up at 6:30 to get to the track to set up. Lauri says you got to go, NOW. I couldn't leave her with a shower that only got hot water. She couldn't even take a bath unless she poured it the day before.... we said, look how else can we do this? We need cold water... what else would supply cold water... the sink is too far away... the line for the toilet is closer but too small... Lauri says what about a hose?... a hose?? hmmm. This bathroom has a 6' high x 4' wide glass block window, (remember I'm an Architect right?)

at the edge of the tub, can't go thru there, but the door opens off of a stairway that has a exterior window at the landing about 4' away from the door into the bathroom... So I get the garden hose at the hose bib, clean it off, stuck it through the window, down 3 steps, through the bathroom door, wind it around a corner and zip tie it to the huge curved bath faucet! Lauri and the rest of the family could at least take a bath using the hot water and cold water out of the hose. It's 6:00pm I've had about 4 hours sleep a night for the last couple of days perfect for a long drive towing a car. Luckily it's summer so it stays light for a long time.

I jump in the truck and head north. Red-Bull and other forms of caffeine somehow get me to Michigan. Those details long lost off my biological hard drive and I just remembering Chris poking me the next morning saying "Man, you gotta get up" after what seemed like just 20 minutes after I laid down. That morning at the track there were 15 instructors for the 6 students that turned came. The Lambo



dealer brought a Gallardo and a Murciélago demo car. A selected number of Instructors were getting to drive the Murciélago and Mr Balboni was piloting the Gallardo. This was for the customers so the focus was on them. There was a 70 year old guy in a yellow Gallardo that his 50 something wife had bought him. She might have been a trophy wife but saying he didn't get first prize was an understatement. When you have a wife that buys you a Lambo with her own money (she made that very very clear) I'm guessing that made a difference to him. There were 2 other guys there, both in their late 40's driving Gallardos as well. The last guy that had a car was in a Lambo Diablo Roadster ala Miami Vice. He was the only one that

getting an electric fan installed to try and help a cooling problem on my recent rebuild. I get the car off the trailer and start it up and go out to get lined up... sitting on the grid it starts to overheat, trapped in a position that I can't go backwards I get out on the track to drive around to get back into the pits. I raise the hood and I am significantly pissed off. Much too little sleep, no student, no classroom and now a non functioning car. The fan is not coming on and I can't seem to find the problem.

My friend Chris comes over and I explain the situation he takes pity on me and hands me the keys to his car, e36 M3, and says "You gotta drive something while



Mr Balboni and Bill bask in the presence that is the Lamborghini Gallardo while Bill figures out what hes going to do with this photo op.

seemed interested in trying to drive. The others drove a session or 2, ate lunch, got a ride from Mr Balboni, had him sign their car and then wanted to leave. The Don Johnson wanna be was trying and when his instructor strapped him into his fully race prepped e36 M3 he asked "have you ever been in a race car before?", he replied "No but I play a lot of PlayStation". well that's the same of course. The instructor wasted no time tossing the car about and giving him a 'E' ticket ride. I helped him out of the car and when his feet hit the pavement he looked over the roof at the instructor and said "I had no idea a BMW could go that fast"

Oh wait this was supposed to be about me.... I didn't know the Grattan track so I wasn't given a student, I was going to do classroom until they said let's not do classroom since these guys didn't show up when they were supposed to, you know fashionably late and all... SO I had nothing to do but stand around and wait for the 2 or 3 instructor sessions that were planned. I had just gotten my car back from getting work done, one thing was

you're here" So I go out and drive the most psychotic track I've ever driven. It's a hoot!! I come back in and he comes over and I'm telling him how much I enjoyed it and I notice this very proper Englishman is having a bit of trouble standing still. I finally just said "Man wants wrong with you?" he says "This heat is driving me crazy and it's making me chaff" and looks down 'there'. I laughed and said you need some Gold Bond. What is that? he asks. he follows me across the paddock to my truck and I get into my track bag and pull out a bottle of the magic powder. He says well what do I do with it? I tell him to walk over to the Porta-Can, drop his pants and spread it on anything that rubbing. He carries it like he just won 1st place in a horse show and goes into the foul smelling enclosure. A minute later he steps out looking like he had just spent a night of shore leave away from a submarine. He hands me the bottle and says wait here. By this time the demo Gallardo was out of brakes and popping and wheezing like an asthmatic without an inhaler. He walks up to the dealer and looks my way and the dealer

sticks his hand in his pocket and pulls out keys... to the big car... the dark gray menacing looking Murciélago. 4,000 were built in the 9 years of the production run, 6.5L V12 producing about 650 hp with a price tag of more than the house I left with the garden hose water supply. As a crowd gathers and I get in, turned the key and pushed the gated shifter into 1st, saying in my head don't stall it, don't stall it, don't stall it... so of course I stalled it. Restarted and pulled out. Not knowing Grattan well I didn't drive anywhere near the cars ability but almost all of mine. Almost. Working up through the gears on the main straight I get it into 4th and think that's probably fine. Looking at the speedo and seeing just slightly north of 125 I confirmed that it is fast enough in a car I would have to raise a family of 4 in if I failed to negotiate turn one. A huge handful of laps later I bring that car in with my face in a very painful full range smile. As I'm pulling my helmet off Mr. Balboni come over and asks "What do you think". I can't remember what words I used to describe this bucket list item # 17 that I just checked off. He said "We never got to go out did we?". I said no. (I had asked him earlier in the day if it was possible to get a ride with him and after looking me from head to toe and apparently noting that I wasn't a customer he said "Well.... if there is time". I said I thought the Gallardo was 'done'. He says what I said broken. He chuckles and says no it is not broken. We go out and OMG this was only my second ride with someone at this level and it truly was amazing. He held the steering wheel like he was holding a new born. I was watching his feet and noticed he didn't left foot brake. I leaned over (no communicator) and said, "You don't left foot brake?", he laugh hard and said "No dis car will not break!".

Anyway... after 5 laps of going more sideways that forward he brings me in and like a 13 year old Justin Bieber fan I get a picture of him and me standing next to the Murciélago. I used this as a Christmas card that year with Happy Holiday's from Valentino and Bill!

When the day ended I went on to Grand Rapids and had a great time at Oktoberfest.

Oh the bathroom? Yeah I got home and called the plumber the next day. He was there and struggled almost as much as I did, but got it back together quickly and I was able to sleep in the big boy bed again!

It's not to early to be thinking about the Fall Drive.

Save the date, Saturday October 25th. We have a block of 15 rooms waiting for us at Cumberland Falls State Resort Park. We will start at a location yet to be determined and wind or way down through the backroads to Cumberland Falls State Resort Park. To reserve a room you will need to call and make your own reservations, mention teh BMW Club, Bluegrass Chapter. The numbers to call are 800-325-0063 or 606-528-4125. The rooms will be held until 11:59pm, August 31st. We will drive to the State Park, have dinner with the group, spend the night then you have the next day to return home on your own or with some new found friends.

If you read the story about the fall drive in the previous issue of the newsletter you know it will be a blast. The spring drive was as much fun as I've had anywhere and this Fall Drive will be no exception.

There is also another Distillery Tour (Four Roses??) coming up in the Fall so be watching your email and check the website often, this is another don't miss event, so get ready its going to be a great fall.



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2014 Spring Drive is one for the books. by: Greg Nehring

Its the day before Easter, what was I thinking? Patty and I have about 16 family members coming Sunday for Easter dinner. It's 8am Saturday morning, the day of the Spring Drive and Patty and I are driving to the rental place to pick up 10 folding chairs and 2 folding tables. What can I say we like pushing the envelope.

Three years ago we got married on her birthday and had Easter dinner the next day, again we like pushing it. Well, we get the tables and chairs picked up and home,



but are leaving them in the X1 until we get back from the drive. Patty says she needs to get ready and I still need to get the 135i washed. So off we go, she to the mirror and me to the car wash. We need to leave the house by no later than 9:45 to make it to Lexington for the 11 meet up time.

The 135s all cleaned up as is Patty. I take one last look at FB to see if anyones meeting anywhere, I'm surprised to see that Zach Ketring and David Bufford are going to caravan to Lexington at Patty and mines start time. 9:45 gets here way too fast and we jump in the car and take off hoping to catch Zach and David before they get to far ahead of us.

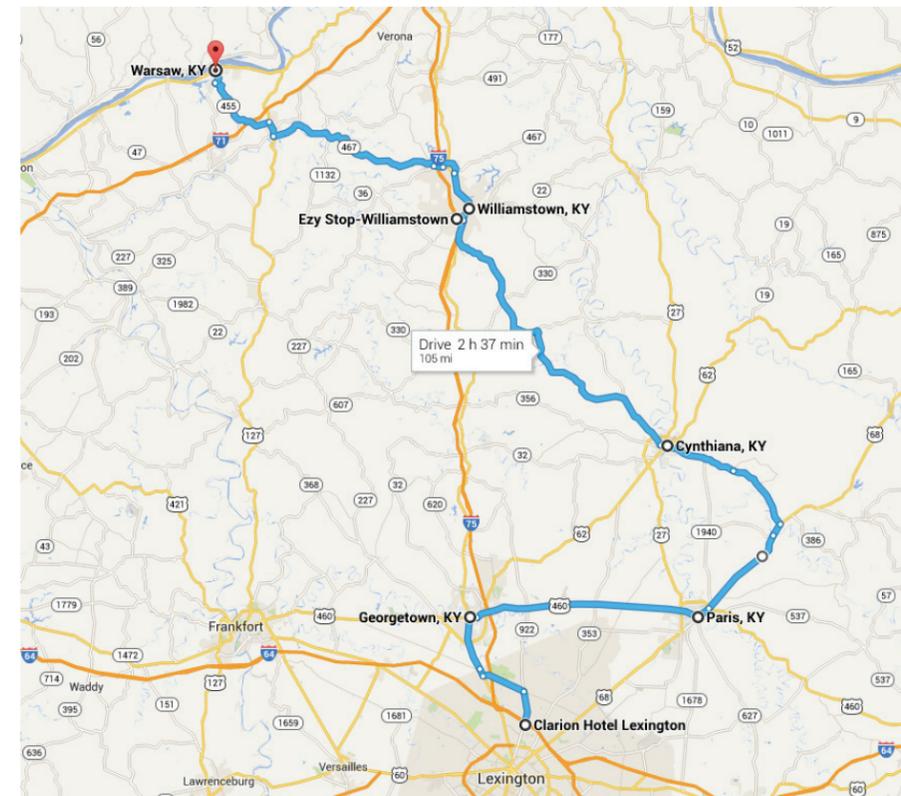
We don't see them on the Gene Snyder so I start pushing it a little more to catch them on 64 East to Lexington. Its a beautiful spring morning, about 65° outside so we have the sunroof open and the wind keeping us cool while Patty plays a rousing game of candy crush, leaving me to scout the roads ahead for the guys caravanning and the hiding lawmen (I really need a radar detector).

The road to Lexington is pretty clear and we get there about 10 minutes to 11 and thats after stopping for gas at the exit to the Clarion Hotel. Didn't see the group that caravanned so I figured they were already there. We pulled into the hotel parking lot and there were already about 10-12 BMWs sitting there with the club members standing around chatting it up. Patty and I get out and join the conversations seeing some friends that I haven't seen since last fall. Just a little after 11, I see a group of about 8-9 BMWs pulling into the hotel, well it seems

was fueled up and ready to go, at roughly 11:15 we cruised out of the hotel parking lot and onto the expressway. Cruising along we get to Georgetown, our first exit. At this point we have already been split into 3 groups, and not even 15 minutes into the drive. The main group knew the route and without them we were already lost, so we pull over to the side of the road, make a phone call and wait for them to come back round and pick us up. About 10 minutes go by (it seemed like a half hour) and the main group gets back to us. We all get



moving again and are instantly split again by a semi truck. At least we're moving, and to our surprise the semi driver is driving really fast on these back roads, he must drive this route often because he was really making time. Scott in the AW 1M was right behind the semi and I was right behind Scott. Through the slightly twisting roads we could see that the main group was not that far ahead of us (told you the semi was moving) Scott found an opening on a straighter stretch of road, punched it and got around the semi in a flash. The 1M just hunkered down and sounded great as he zipped past the semi, leaving me and about half the group behind the fast moving truck, which no matter how fast he was going wasn't fast



enough. Well you know where this is going. There I was waiting for that stretch of road that would give me the opportunity to do what the 1M did, all the while trying to keep the main group in sight because I didn't



have a map to navigate if we got separated. Finally, a straight stretch came up I knocked it down a gear and swung out to pass the truck, but he shuts the door on me just enough to keep me from passing. Well Patty doesn't get upset at this type of thing very often but this really miffed her. All I could do was smile as she verbally let him have it. After that I decided to just follow him (after all, descretion is the better part of valor, right) until he gets to a point where he turns off. Just a little while later he veers off at Paris, KY our next turning point. We all catch up as a group at a stop light and make our way through the small town. I have to say that 25 BMWs in a row makes

for quite a visual presence. We get separated again at a light by a couple of cars that slid into the group, I guess that 25 cars are going to get separated at some point so we just go with the flow.



Through Paris and on to the next point Cynthiaiana. The cars that interrupted the group are keeping a good pace but quickly turn off onto side roads bringing us all somewhat closer together. The road is slightly rolling and winding, very fun to drive on especially in a group like ours, lets just say the speed we are maintaining is "spirited" and leave it at that. The countryside is just coming into its green stage with a lot of the blooming trees showing their full color, while some are still in the bud stage. The roads are very well maintained and nothing really strange happens this stage of the drive, all in all still fun. We hit Cynthiaiana and basically the same scenario-- small

town, we all get bunched up as a group and keep rolling through the town, garnering the same looks we got through Paris.

On to Williamstown. These roads are starting to get pretty good, lots of twisty turns and elevation changes. There are sections where you go downhill into a series of twisty turns, go through he turns to an uphill section and more twisties. Its a great site to see a line of BMWs all going into and out of the turns at speed. I was loving it because I had set up my GoPro on my windshield and could just imagine the video I was getting. I could watch it as much as I wanted. Williamstown was the next to last stop before Warsaw and during our drive I told Patty we would separate from the group after our stop and head home to the Easter dinner setup that still needed to be done. We pull into the Ezy Stop in Williamstown and park where we can-- we pretty much filled up the parking area. We all get out to stretch our legs and get a much needed break. I turn off the GoPro wanting ot save the battery and any space on the SD card. I find David Nalley and thank him for setting up the route, when he tells me we only have another 30 minutes to Warsaw and that the best part of the drive is from here to Warsaw, very twisty-- all I'm thinking about now is the GoPro footage. I find Patty and let her know that its only a half hour from the final stop in

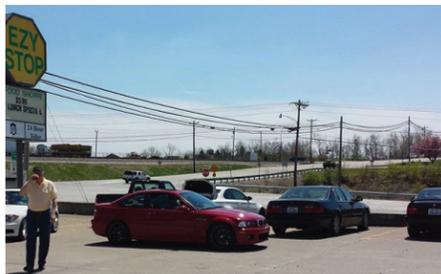


Warsaw, and that we will leave straight from there and head home. She agrees with no other prodding or that please, please, please look from me that mimics little kids when they want something badly. I love this woman.

We all finish up what needs to be done at the Ezy Stop and group together to talk about the drive so far-- everyone is in agreement that David set up a great route. We all get back in our BMWs and start to assemble at the parking lot entrance, then start to file out, what a sound, 25 of the best sounding cars around leaving the lot in formation one after the other until we were



all on our way. David wasn't kidding, the road was as twisty and rolling as he said it was it was fantastic to see everyone following the same line up and down, through and out of the turn to the next series of twisting section. I'm in the front section of the group when all of a sudden I remember I forgot to turn on the GoPro! Nooooo. I try to reach it but the roads to twisty for me to take a chance like that. Well, on we go winding up and down left and right, through little valleys and over rolling hills, spectacular. We pass about 5-8 Corvettes coming the other way, I'm sure they're having the same great time we are. A slight wave of the hand as they pass and then concentrate on the road ahead of us. On we go, it just keeps getting better and better. We hit a little straight section, when a group of motorcyclists start



to drive past us going the same way as the Corvettes. They're in a two abreast formation and some wave as they go by as do we. You think that there be maybe 25-30 but no, they just keep passing and passing us. It must be a huge club, it seems like it takes 5 minutes for them all to go by, I bet that there were at least 150-200 of them if not more. Very impressive. You know they were enjoying it as much as we were. Well, the 30 minutes pass pretty quickly and before we knew it we were pulling into the Sunset Grill in Warsaw. We all pull in and as promised I just pull off the road to say my thank yous and goodbyes. Warsaw is about 45 minutes from the house so not a bad drive from the Sunset Grill. Scott in his 1M and some others can't stop for lunch either and head up 42 into Louisville taking the more scenic route, while Patty and I take the short route



to 71 and back home. The rest of the group had a great time at the restaurant judging by the pictures David sent me, and it looks like they made a little side trip to Kentucky Speedway after lunch.

Ahh, would have loved to stay for lunch and talk about the drive with everyone else but a promise is a promise. Patty had a good time too, although she had a firm grip on the "oh shit" handles the last half of the drive, she was happy that I asked her along. Needless to say, we got home and it took



us until about 9PM to get everything set up and prepped for for Easter dinner the next day.

I couldn't stop thinking about that last leg of the trip into Warsaw and am already looking forward to the Fall Drive which I'm sure will be just as fun. Oh, by the way-- the Go-Pro footage that I thought I recorded, well lets just say that there was a "User Error" and didn't get ANYTHING recorded, what a



waste. Believe me, that won't happen next time. Hmm, maybe someone in the club will get ambitious and put together a summer drive. Just as long as its not around a holiday so we can stop and have lunch without any pressure, you know how Patty and I love pushing the envelope.

Bluegrass Bimmers Spring Drive: the Good, the Bad, and the Ugly Edition. by David Bufford

The Good: Everything. David Nalley plotted an excellent route through the scenic Bluegrass that was breathtaking. The only downside was that it had to come to an end.

The Bad: Look, I printed out the route guidance and it had us going up I-75 to Georgetown. Apparently I messed it up and high-jacked half the group to go along with me. Sorry. My fault.

The Ugly: Greg, maybe next time read the instructions for your GoPro, OK?

Street Survival- The most important activity in which our club participates. by: John Wilson

The Bluegrass Bimmers holds numerous activities every year- Driving Tours, Social Events, High Performance Driving Schools and other events. But of all of the activities we have, the most important activity is our Tire Rack Street Survival Schools for Teen Drivers. We usually hold 2 Schools per year in Louisville and have members who instruct and assist in schools outside of Louisville.



Street Survival was founded in 2002 by the BMW CCA Foundation with Sponsorship from BMW of North America, Tire Rack, and Liberty Mutual Insurance. In 2003 few several schools were held. That number increased to over 101 schools in 65 locations nationwide in 2013 with sponsorships from Tire Rack.com, BMW, BMW CCA, Michelin, and Enterprise. The schools are facilitated by members of the BMW CCA, Porsche Club of America, Sports Car Club of America, Audi Club of North America, and the National Corvette Museum. This year the goal is 110 schools.

Our own Bill Wade is National Program Director for Street Survival in addition to being Chairman of the BMW CCA's National Driving Events Committee.

So why is Street Survival so Important? According to the National Safety Council:

- Motor vehicle accidents are the number 1 cause of deaths for teenagers.
- The chance of one crash in the first three years of driving is 89.2 percent
- The chance of two crashes in the first three years of driving is 52.5 percent
- 58% of teen drivers do crash within the first 12 months driving solo.
- A 16-year-old is 20 times more likely to be killed in a crash than an adult
- Teens are 400 percent more likely to die in a car crash than 25-34 year-old drivers
- 113 teenage drivers each week in the U.S. are involved in fatal crashes

- 62% of teenage passenger deaths occur in vehicles driven by another teenager.
- Nearly 1000 teens each day are treated in an emergency room for injuries suffered in a motor vehicle crash.
- In 2012 Kentucky and Indiana were 2 of 6 states whose 16-17 year old deaths increased by more than 5.

Driving Facts of Life:

- Seatbelts do save lives - About 2/3 of teens killed in auto accidents were not wearing seat belts
- Over 1/2 of all occupant deaths in accidents were not wearing seat belts.
- 62% of all accidents occur in urban areas.
- 60% of all FATAL accidents occur on rural roads.
- Many rural roads are based on old trails.
- Two lane roads offer limited run off area and little room for recovery if you drop a wheel off the road.
- 40% of all FATAL accidents on curves.

though a collection of exercises based on real world scenarios while driving their own car. They work on skid control on a wet skid pad, do lane change /accident avoidance maneuvers, perform threshold breaking / ABS exercises, and drive a slalom course to learn about weight transfer. Where possible we do two wheels off exercise and a tail gating exercise.

In the classroom they learn about proper seating position and hand positions, mirror placement, the concept of the contact patch of their tires, the theories of weight transfer, the use of long distance vision and situational awareness. We talk about the challenges of distractions to the driver, be it the radio / i-pods or cell phones for talking or texting or just the simple cause of too many teens in the car. Where possible we stage a semi-truck on site and park cars around it to simulate highway driving. We then have each student and all adults get into the cab and close the door to show how little the driver can see and how many of the cars are not visible to the driver. We also may explode an air bag to reinforce



What occurs at Street Survival Schools?

The Street Survival School is usually an 8 hour day.

The day is a mixture of classroom and in-car exercises with a coach in the car at all times with the student. They spend a total of about 2 hours in 3 different classroom sessions and the rest of the time they are in their car. When driving, the student is put

what they learn in class about hand placement on the steering wheel.

Who Instructs-

The coaches from various clubs have years of experience having participated and instructed at driver education schools ranging from car control, winter driving or high performance driving schools, many on race tracks and enjoyed various disciplines of auto racing, rallying or competitive auto-crossing. All are volunteers. Tire Rack

Street Survival is not a speed event, but these coaches have been exposed to all levels of car control and have the ability to communicate their experience in a manner that gets through to teens. In addition the coaches complete a certification course that focuses on communication and instruction for teenagers as well as specific course layout instruction and the goals of each driving exercise.

The role of parents and adults-

If you have a teenager at home you may at times feel that they don't pay much attention to you, but they do. What you know, com-



municate, and the example you set will have a huge influence on your children.

Knowledge and communication-

As a parent and adult you should be aware that driving is the most dangerous activity you do on a daily basis.

- Are you aware that more people were killed in traffic accidents between 1981 and 2012 than in all of the wars and incursions that the U.S. has been involved in since the revolutionary war? 1,335,380 people killed in vehicle accidents between 1981 and 2012. Deaths from wars and incursions from 1776 to date - 1,321,612.



- 10% of all drivers under the age of 20 involved in fatal crashes were reported as distracted at the time of the crash.
- Are you aware that at a minimum you should have a 10" distance between the air bag cover and your chest when seat is in the proper position to ensure that you hit the airbag and the airbag does not hit you?
- Are your hands in the correct 9 and 3 position on the steering wheel?
- Are your mirrors set so you could see a car passing you or do you see the entire side of your car?
- Are you aware that in the 5 seconds it takes for a quick text message a car traveling 55 mph travels the distance of a football field?
- Remind teens that driving has risks and the more they retain from the training and class instruction, the less risk they will have of being in an accident.

Example adults set.

An interesting survey was recently completed with teenagers in which they disclosed the following about their parents-

- Nearly half of all teens had seen their parents driving while talking with cell phones in hand.
- 15% had seen a parent texting while driving.

When you jump in the car in the morning, do you check your tires, seat position and mirrors?

Do you buckle your seat belt low on your hips? Use your seat belt very time you drive the car? Use the correct hand positions? As a parent do you drive within the speed limits? Do you use turn signals every time they should be used? Do you tailgate? Are you a distracted driver? Do you show a little

ROAD RAGE towards other drivers occasionally? Teens model what they see.

The personal benefit-

I personally fell more enjoyment from instructing at Street Survival than much else I do. I enjoy teens having coached them in baseball and softball when my children were in their teens.



Children all are unique and all have talents. It is fun to see what type of personality the students you instruct will have at each school. Teens are sometimes too aggres-



sive; sometimes a little timid. Boys and girls will often be different in communication styles. But when you see their progress with driving skills and the knowledge they gain after a day spent with them, you know the instruction has improved their odds of survival on the road. At the end of the day you feel a real sense of accomplishment.

The only better feeling is the group of parents and teens giving instructors and helpers a standing ovation at the end of a school. This occurred last year at the first Street Survival School at the National Corvette Museum. This is not unique to only this event.

Instructors and those assisting in the school knew it had been a day very well spent.

Instruct if you have the experience.

Assist on the course if you can or volunteer to do registration.

Volunteer to help reduce the number of teen deaths and injuries.

2014 PUTNAM PARK as seen by a newbie by: Greg Nehring

This is one of those gray areas for me, I love motorsports but have never tracked a car or been in a car on a track. Well today thats gonna change. I've made my way up to the Hoosier/Bluegrass HPDE (High Performance Driver Education) at Putnam Park, west of Indianapolis to grab a ride or two and just to see what all the hub-bub is about, oh and to write this of course.

I'm driving along the road that leads to Putnam and the first thing I notice is the screaming sound of some serious cars.

Its the instructors session (these are the teachers of all things good on the track) and they are screaming fast.

Putnam Park is Clean and undergoing some construction and is maintained very well, they also have a club if you want to join with different levels of membership (*check out putnampark.com*).

Well I'm here to catch some rides, so I hop out of the 135i and walk over to the garages. What a great site, all sorts of different cars, BMWs, Porsches, Mercedes,

Hondas, Subaru, Saabs all old and new models. Something that you also notice right away are the smells-- Clutches, brake pads, rubber and hot engines are the smells of the moment. And for any car guy its nirvana to the nose. Not like going to Cars and Coffee where you smell leather and wax which is still great, but theres just something about the garages at the track.

I see David Nalley, we shake hands and right away asks me if I want to catch a ride, he's an instructor and its their session. con't



Be on the lookout for the upcoming HPDE at the National Corvette Museum Motorsports Park. We will be using the 3.15 mile "Grand Full Course". Bringing another world class road course to the region, we are proud to be one of the very first public events at this new facility. **OCTOBER 4-5, 2014. Registration is now open at: <http://tinyurl.com/bluegrassBMWdriveNCM> or motorsportsreg.com**



(2014 Putnam Park con't)

What timing, I havent even been here for 5 minutes and I'm about to catch a ride. He asks me if I have a helmet, yes I say, and it'll work but I haven't tried it on in probably 7 years. I grab my helmet and walk over to his BMW E36 M3-- this isn't an ordinary M3-- this is set up for the track--roll bar, fixed track seats, 5 point harness, racing suspension, track wheels and tires. I work myself into the seat while we make our way down to the staging area--we get out and David introduces me to some of the others putting on and helping with the event.

Lets go he says, and I tag along like a puppy thats about to get a treat. Well, let me tell you this, its not like jumping into a car and running-- theres a method to everything and I was out of sync. First thing I do is put on my helmet which I immediately notice is too small, so I spend time trying to get it as comfortable as possible moving it around up and down forward and backward just to get it to where I can tolerate it. That done, I climb into the racing buckets and there are belts all over the place. I get those situated to where I have access to them, well there must have been a very slight person in there before me, so I take some more time lengthening the belts to fit my 6'1" frame and hamburger and fries fed body and start trying to latch the belts in. Well, I've learned another lesson, put your helmet on after you get latched in, your head doesn't have the mobility to turn and see where all the belts are, so I fumble around and finally have them all where I need them. I get everything all latched together--we're talking 5 point harness here folks, one up the crotch to keep you from diving under hard braking and the other 4 cinched up like your life depends on it, well, because it does. Finally all situated, when I look over at the door which is wide open. I reach for it and nothing, I'm not moving-- not even close to reaching it -- David looks over at me with a grin and says, oh yeah, I should of told you about that before you cinched up. Oh well, I haven't even gotten on the track and everything I've done so far has



been in the wrong order. Loosen, loosen, wiggle, squirm, wiggle some more, break free grab the door and shut it, then cinch myself back up, then cinch some more -- its about 96 degrees out, I'm in a race car, helmet on, no breeze, squeezed into a racing seat like a sardine. But I love it!

David starts his M3 up and it just sounds fantastic, lets get rolling. We roll up to the marshal who has us wait a second while a car on track goes by then gives us the go ahead. David jumps on it and goes thru the gears along the straight, nothing out of the norm here -- fast as hell, but straight line speed isn't where this car shines. There are 3 distance markers to the first turn 300m, we go past that, 200m we go past that one, then at what I would say is about 175m he gets hard on the brakes, downshifts lets off the brakes and starts his turn in. OK, this is were the amazement came into being. Now I have to tell you -- I've gone into some turns what I considered kinda fast, but what happen next was totally unexpected. David threw the M3 into that turn at a speed that I would have though would put a car into a wild spin, replicating a twister spinning wildly, something likey akin to being in a blender, but the M3 stuck like glue, over curbing across the track to the next curbing around a sharp left accelerating, feathering the throttle again at the speed I though would send

(con't)

us wildly out of control, through the turn across the track accelerating to the curbing down a short straight to another series of turns. Whew. I hope you get the idea, I had no time to process this first lap, I was just along for the ride grinning the whole time. He takes me through about 3-4 more laps and everytime I'm amazed, he keeps getting faster and faster, I think he was taking it easy on me the first lap. Well, that was over way faster than I wanted it to be-- we pulled back into the pits and I started asking question-- I am hooked.

After the initial joy settles in I start thinking I need to do this-- I WANT to do this. I finally settle down and do what I came to do-- get some photos and catch some rides--I walk around for a couple hours shooting photos and listen and listen more see a couple of friends and talk a bit Another track guy Chris Dunlap with the Hoosier chapter was asked to give me a ride in his e30 M3. Everyone was trying to get me wound up about riding with him-- do you get motion sickness, hes a wild man they were saying--well Chris is fast, don't know how much faster-- whether it



Well, what can I say-- I'm really hooked. Two really fast drivers gave me rides of my life and I can't thank them enough for that. Its opened my eyes to another area of enjoyment that I can do in my 135i. Oh-- this is really a 2 day event for students, 3 days for the instructors so its a long weekend.

I was up here for about 5 hours and wish I'd signed up to drive-- oh well, the NCM



was the car or just how he drove or that I was getting use to the speed, but I was aware this time of what was going on -- watching his breaking, shifting, hitting curbs, I was learning what I could. Chris is really fast-- Passing car after car and these were all instructors and advanced drivers out there.

HPDE is the first weekend in October and can't get here soon enough for me. Be watching for the write up on that one, its gonna be good.

C'mon October, Its gonna be a long hot summer.

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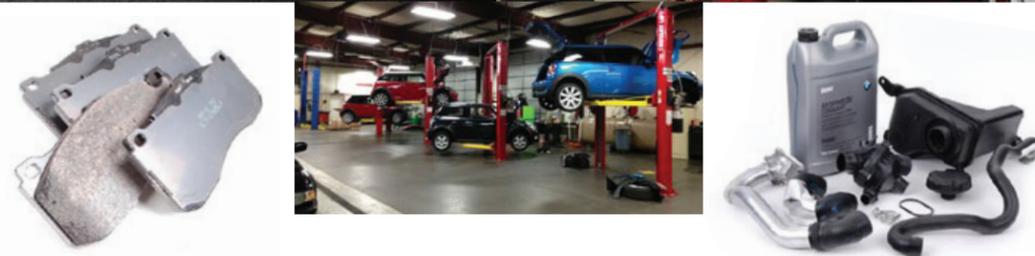
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Welcome New Members

Every issue we add the new BluegrassBimmers club members. Don't forget to join the facebook page and to come to the social closest to your specific area its a great way to meet and get to know other members. Welcome.

Matthew J. Leve
Carson Goodwin
Victor G. Lawson
Brandon Gilbert
Matthew Johnson
Steve Zeh
Andrew Marovich
Matthew A. Holskey
John Ryall
Clayton K. Hoehler
Daniel Bruneau
Page Anderson
Michael Arnold
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Bowling Green, KY
Louisville, KY
Coxs Creek, KY
Tompkinsville, KY
Elizabethtown, KY
Bowling Green, KY

Pferdestärke is going pure digital!

That's right folks, we are moving away from the printed newsletter. Why? You ask. Well there are a couple reasons for this. Cost is one, it costs a lot of money to print and mail ~ 400 newsletters (and it isn't getting any cheaper). Time is the other, Facebook and E-mail allows us to organize events quicker and get feedback on proposed events, the printed newsletter was not able to evoke the real-time conversation that is needed this day in age.

What do I need to do? -- Make sure your e-mail address is correct at www.bmwcca.org

What if I don't do E-mail? -- Worry not, we will continue to mail you a printed newsletter. But, you will probably receive the newsletter 2-3 weeks later than if you signed up for e-mail delivery.

When will this start? -- September 1st. The Fall newsletter will be the first to be delivered primarily via e-mail.

What if I'd prefer a paper copy mailed to me?

Simple - either log in to www.bmwcca.org and set your newsletter delivery preference to US Mail, or call the National office at 864-250-0022 and ask to

Don't forget the Louisville and Lexington Socials*. Second Tuesday of each Month, @ 7pm

Louisville Area:

BoomBozz Taphouse
31448 Bardstown Rd
Louisville, KY 40204
Contact: Dan Miller

Lexington Area:

Clarion Hotel (old Holiday Inn at I-75)
1950 Newtown Pike
Lexington, KY 40511
Contact: Chad Sledd

**All membership socials are "DutchTreat".*

If your location is not close to Lexington or Louisville and would like to schedule a Social, contact our webmaster to set up a time and location in your area, that way we can get the word out on the website, email blast and in the newsletter.

BGB Join The Club Card

As members of the club, we are always looking to expand the experience by trying to get the membership up-- Its not always easy approaching someone with a BMW that you like (or maybe it is), or maybe theres a time when you see a hot BMW in a parking lot somewhere and want to see if they're interested in joining the club.

Well, we have just the ticket for that-- the NEW BGB Join the Club card.



10 different designs help to get the point across. Each has a current image of a BMW to help attract attention, and a list of benefits on the back to entice them. Social media info on the front to get them to FaceBook and our club website. Available free to members at the monthly socials, just ask.

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